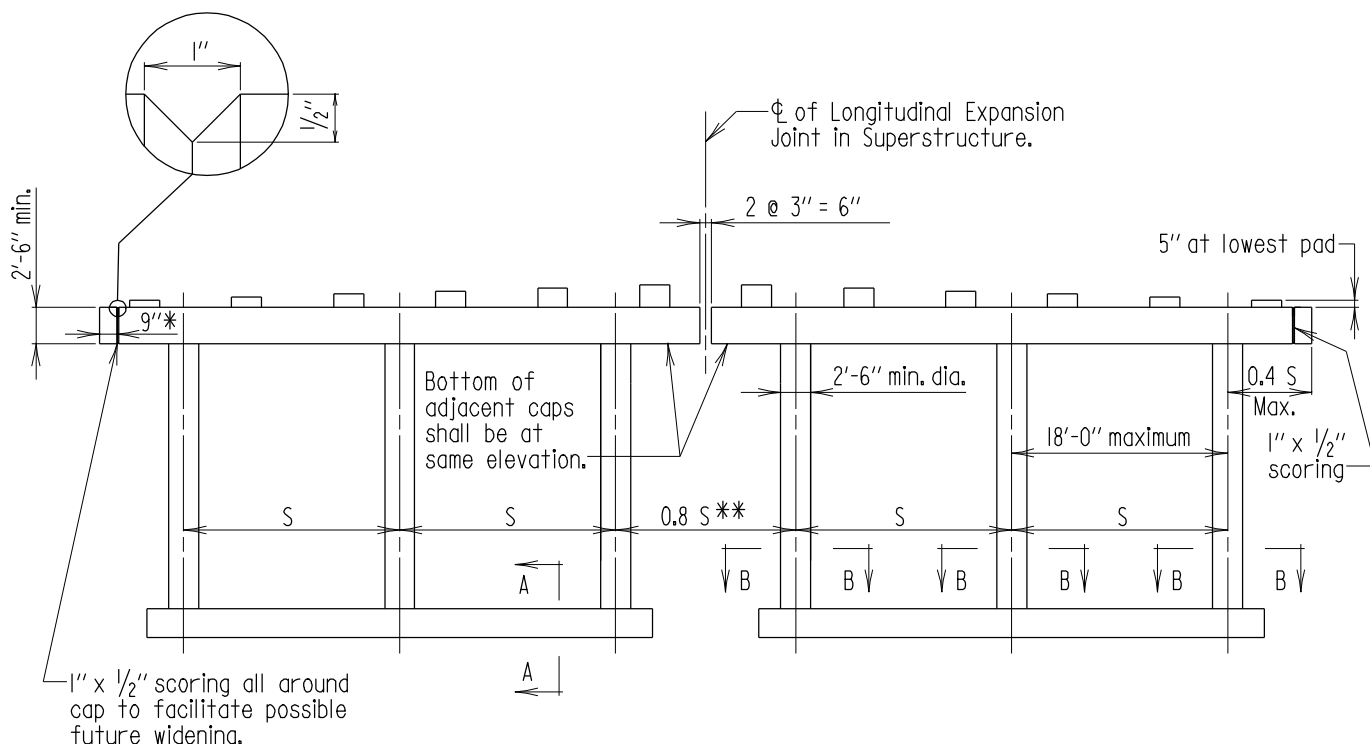


ALTERNATE CAP DETAIL

Scale: $\frac{3}{32}$ " = 1'-0"



ELEVATION

Scale: $\frac{3}{32}$ " = 1'-0"

* All main bars to be extended into this area so that the welded extension indicated on M(6.01)-75-12 can be utilized. Designer must keep in mind this might necessitate more steel than required for original design.

** If possible

Note:

- Criteria for individual pier units shall be as shown on sheets 1 and 2 of 4.
- When bridge seat elevations are such that the height of any pad becomes greater than 1'-0" and the sloping of cap can eliminate or alleviate this condition then cap shall be sloped as indicated in "Alternate Cap Detail".
- Whenever possible the S dimensions shall remain equal.
- For Section A-A and B-B see sheet 4 of 4.

FOR OFFICE USE ONLY

APPROVAL	
<i>L.S. Friedman</i>	DIRECTOR
OFFICE OF STRUCTURES	
DATE: 10/2/81	
REVISIONS	
SHA	FHWA
8-10-82	.
1-11-88	.
7-26-06	.

FHWA APPROVAL
DATE:

STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
OFFICE OF STRUCTURES

DESIGN CRITERIA FOR
TYPICAL REINFORCED CONCRETE PIER
(CAP LENGTH LESS THAN 50')

STANDARD NO. BR-SB(2.01)-81-125

SHEET 3 OF 4

SUBSTRUCTURE - PIER